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BIRTH.

On the 10th inst., at Ningpo, the wife of W. H. WILKINSON, H.B.M. Consul, of a son. [2192]

The Daily Press.

HONGKONG, August 11th, 1930

ANOTHER week closes without any immediate prospect of the termination of a situation without a parallel in the history of the world. It is now nearly eleven weeks since any direct communication has existed between the foreign Ministers at Peking and the nations whom they represent. Between the Ministers and the nearest forces of their countrymen were, until the capture of Yangtsun on the 8th, some eighty miles of country swarming with hostile troops. The British Legation in Peking, dependent for part of its supply apparently on such Chinese as remain friendly, and with the action of its defenders hampered by the presence of two hundred women and children and an unascertained (but certainly large) number of wounded, has yet held out against all the guns and men brought against it. Indeed we do not know for certain whether other points in the vicinity of the British Legation are not still held by the foreign guards. Credible native reports, moreover, state that the besiegers are discouraged by their ill-success and have ceased direct assaults. It seems probable that the attack throughout has been left mainly in the hands of the "Boxers" and such soldiery as the Kansu troops who figure so largely in the Chinese official's diary, which we have reproduced in our column's from the translation in the North China Daily News, and that the better trained Imperial troops had not much to do in the affair. The armistice reported in Sir CLAUD MACDONALD's message of the 21st

July does not seem to have been observed strictly, for his cypher message of the 3rd instant (of which there seems no reason to doubt the genuineness) mentions "intermittent rifle-fire" since the 16th July, the date of the armistice. However, as the Legation fortifications have been strengthened, it may be taken that there has been a lull in the attack since the middle of last month. Unfortunately there appears to be a dreary prospect still before the brave defenders, even if no strong assault be delivered against their sheltering walls. The first step in the advance of the Peking Relief Force was the capture of Pietsang on Sunday last at a very heavy cost to the Allies. Since this dearly bought victory we have heard of no further advance. All indications point to the massing of vast Chinese forces even in the vicinity of Tientsin, and they have ample time to take full advantage of the natural conformation of the ground to be traversed by the Allies to render progress as hard as possible. The worst season of the year is approaching to their assistance. It seems too much to hope therefore that the ministers troops, and refugees in Peking can be saved by the direct action of the Relief Force. Rather its advance seems to threaten their lives, already depending on so slender a thread. The hope of salvation really lies in the likelihood of disension among the Chinese, just as the present Peking authorities' advantage lies in the chance of disagreement among the Allies. The moderate party in Peking is evidently stronger even now than anyone gave it credit for. How otherwise can we explain the fact that it was possible for sympathisers to convey food to the Legation? Possibly some of the waverers have been impressed by the failure of the Chinese troops to capture Tientsin while the odds were so heavily in their favour; or they may have been disgusted with the license allowed by the nominal rulers to the fanatics and irregular soldiery in Peking. In the possibility that the moderates can gather sufficient strength to prevent the perpetration of the crime which we have all been dreading for more than two months, lies apparently the best hope of the Peking prisoners escaping from a terrible fate.

We speak above of "the chance of disagreement among the Allies." Unfortunately this chance still remains, in spite of all the obvious dangers attending a want of harmony. Already mutual suspicion have prevented an earlier advance on Peking. Many minor instances of friction have been reported, all of which have caused delay and ill-feeling, but the intrigue which led to Japan (very naturally) holding back was little short of an international crime. Even in the matter of the defence of Shanghai there has arisen a number of difficulties. Moreover, Admiral SEYMOUR's visit to Nanking seems to have unreasonably annoyed the French, while it is well known that counter-suspensions have been aroused in Shanghai by the Comte de BEZAURE's conferences with Li HUNG-CHANG. There has been a singular want of true harmony under the alliance of the Powers. As a matter of fact, no "Concert of the Powers" has ever carried any matter to a really successful conclusion, and we must not look for an exception in the particularly vexed question of China. We have, however, a right to look for a certain rising superior to the trivialities of national jealousy.

During the 24 hours preceding noon yesterday there were reported five fresh cases of plague and four deaths.

The following have been appointed officers of the Kowloon Bowling Club.—President, Mr. W. Ramsey; vice president, Mr. W. C. Jack; secretary, Mr. J. Macdonald; treasurer, Mr. J. Wilkie; committee, Messrs. A. Ritchie, N. Munford, A. Ewing, T. Skinner, J. Henderson, and E. C. Wilks.

At the Magistracy yesterday Cheung Su Ki, clerk, was charged with keeping a house at No. 7, Li Yuen Street East, as a common gaming house and 11 others were charged with gambling therein.—Mr. Mounsey, who appeared for the defendants, argued that the house was used as a fruit-club. His Worship reserved his decision until Friday next.

At the Magistracy yesterday Wong Fat, coal merchant at Fung Man Lane, was charged at the instance of Inspector Duncan with having in his possession weights five per cent against the purchaser. The man had been supplying coal to the Government launches, and as it was suspected that he was giving short weight a report was made to Inspector Duncan who sent for his weights and found them unjust. A fine of \$200 was imposed.

A plain-clothes constable from Kowloon was strolling along Queen's Road West on Thursday afternoon when he saw a dirty-looking coolie running down a by-street with an umbrella under his arm. He gave chase, caught him, and took him to No. 7 Police Station. While he was there a man came in and complained that he went into a shop leaving his umbrella outside, and that when he came out again he found it had gone. He identified the umbrella in the station as his. Yesterday Mr. Haszland sentenced the thief to a month's hard labour. Another man who stole an umbrella under exactly similar circumstances, and was caught in the same way, was similarly dealt with.

The members of the Catholic Union will give a promenade concert in the compound of the Roman Catholic Cathedral to-morrow, commencing at 9 p.m.

A Government notification received yesterday states that information has been received from the Government of the Straits Settlements that the prohibition against Chinese immigration has been removed, while quarantine is maintained.

A concession for an overhead electric tramway in Bangkok is to be granted to Capt. L. de Richelieu and Mr. A. Westenholtz, acting on behalf of a syndicate. Work will be commenced as soon as the concession is signed, and the line is expected to be ready in about eighteen months.

An Indian constable who was on duty in Robinson Road at half-past seven on Thursday morning saw two Chinamen carrying a bundle. He went towards them, and one of the men at once made off; the other stood by the bundle, which was found to contain 70 brass window fasteners. As he could give no satisfactory explanation as to how he came to be in possession of them, the constable took him into custody and yesterday the man was sentenced to a month's hard labour.

We have received from the Hongkong Printing Press of D'Agular Street a lithographed copy of a "Marche-Polka" by Pereira Marquis. It is a very neat production, and does considerable credit to the publishers, who inform us they are selling it at a dollar a copy. One half of the proceeds of sale, they state, are to be handed over to a Society in Lisbon named "Associação Nacional Tuberculosa" the President of which is H. M. the Queen of Portugal; and the other half is to be devoted for the benefit of the widow and children of the late officer, H. N. Curvalho of India.

A Chinese constable was in the Chater Road early yesterday morning when he saw a man carrying a bundle. On his going towards him the man threw the bundle down and ran. The constable caught him, and took him and the bundle to No. 7 Police Station. The bundle was found to contain an opium-pipe, a jacket, and a pair of trousers. While the man was being interrogated the head coolie at No. 18, Chater Road, entered the station and reported that this house had been broken into. He identified the opium-pipe, etc., as belonging to him and two other men in the house. Seeing that there was no escape the man who had been arrested admitted his guilt. He was brought before Mr. Haszland yesterday and on hearing that the culprit was an old offender, His Worship sentenced him to six months' hard labour, the last fortnight to be passed in solitary confinement.

Wednesday being a feast day among the Chinese considerable quantities of samshu were drunk in the evening. Among those on the carousers were the coolies employed at the Government Civil Hospital. One of the coolies twitted another, saying that he could not stand drink. From words they came to blows, and when they separated for the night they were on anything but friendly terms. The following morning one of the coolies got up early to fetch his rice, and when passing his antagonist, who lay asleep, he dug his hand in the stomach with the end of his pole. On awaking the injured man complained of feeling unwell. No report was made either to the doctors at the Hospital or to the police at the time. In the meantime the man's friends endeavoured to relieve him by applying various Chinese remedies, but seeing that these were of no avail, they reported the matter at the Hospital and the man was removed. He was found to be in a state of collapse and the police were sent for. Inspector Baker took the man's statement, and endeavoured to get hold of his assailant, who, however, had got clear away. It was about 11 o'clock in the morning when the police were informed, and the man died at about two o'clock in the afternoon.

At about a quarter past three yesterday morning Chinese constable 371 was on duty in Lower Lascar Row when he saw seven or eight men behaving in a disorderly manner. Among them were Li Ping and Hung Kau, who are employed at the German Tavern. He told them to go away, and by way of reply Li Ping struck him in the face. He blew his whistle and Chinese constable 163 came to his assistance. Hung Kau and several others set upon constable 163, trying to keep him away. Hung Kau knocked him down, snatched off his whistle and chain, and tore his coat, also snatching off his number. Constable 371 snatched the whistle from Wong Kau, blew it, and a European police sergeant came to their assistance. Li Ping and Hung Kau were taken into custody. At the Magistracy yesterday morning Constable 163 said he was on duty in Queen's Road when he heard a whistle. He ran up to Lower Lascar Row, and when he got there he found a number of men beating constable 371. He got hold of the second defendant, who struck him on the cheek. He grabbed hold of his queue when the second struck him on the right cheek. The first defendant then caught hold of his hat and threw it away. The second defendant snatched away his whistle and threw it in the gutter, doing the same with his number, and tearing his coat. Then seven or eight men, including the second defendant, caught him by the queue and held him down to the ground. The second defendant struck him several times. Once he banged him in the abdomen, and as he did so he said, "If I ever catch you in Canton I'll kill you." Mr. Haszland made some strong remarks as to the conduct of the defendants. He said they must be taught that they could not assault police officers with impunity. The first defendant would be fined \$25, or a month, and second \$150, or three months, and in addition pay \$2 for damaging the constable's uniform. The fines were paid.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 10th August, 10.10 p.m.

SLIGHT DISTURBANCE ON THE YANGTZE.

A riot is reported at Taitung on the Yangtze River. A telegraph station has been burnt. Probably the trouble is only local.

"PIONEER" AT ICHANG.

The Pioneer reached Ichang on the 5th inst. from Chingkiang with a hundred refugees.

AFFAIRS AT NEWCHWANG.

The Russians have defeated the Chinese attack and taken possession of Newchwang [?]. The Taotai has fled westward.

ADVANCE OF THE PEKING RELIEF FORCE.

The allied expedition to Peking took Yangtsun on the 8th instant and is still advancing.

HONAN WIRES DESTROYED.

It is reported that all the telegraph lines have been destroyed in Honan.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The Zamania arrived on Thursday night from Bombay with the following British officers on board for service in China.—Lieut. Col. C. W. Harris, Major Melville, Capt. Hamilton, Capt. Dunford, Lieut. Smith, Lieut. Ross, Lieut. Campbell, Lieut. Cunningham, Lieut. Hudson, Major G. McKee, I. M. S., Lieut. Tucker, I. M. S., Capt. Lockhart, Lieut. Headlam, Lieut. Harrold, and 2nd Lieut. Springer, Mc Clevery, and Combe.

The Navah returned yesterday morning from Taku, which she left on the 3rd instant.

The Hindu, Duke of Portland, and Canning left yesterday afternoon with General Creagh, V.C., and staff, the 1st Gurkhas, the 30th Bombay Infantry, and details.

THE RIOTING NEAR SWATOW.

Consul-General Wildman is in receipt of a cable from the Rev. A. F. Groesbeck of the American Baptist Mission, Swatow, dated 10th inst., which says:—"Three more chapels demolished. Much looting, house, chapel. Preacher's life attempted. Officials taking no action."

THE TRANSPORTS.

Mail advices from Simla give the sailing dates of the following transports leaving India during August as at present arranged by the Indian Government. The B. I. S. N. Co.'s boats, Muttra, Mombasser, Landauer and India leave Calcutta between the 15th and the 22nd instant. They will convey draught bullocks and details.

Some fifteen hundred bullocks for the siege train for China, now being formed at the Cape, will be sent from India. This, it is estimated, will provide a liberal margin for casualties during the voyage, and on arrival.

Captain Renny Tallyour, who was recently in charge at the Burma-China Delimitation Commission, is to command a field survey party which is shortly to leave Calcutta for China.

The following is a complete list of Special Service Officers for Treaty Ports appointed to the Staff of the China Expeditionary Force.—

Major N. W. H. du-Boulay, Royal Garrison Artillery; Captain C. H. Selwyn, 12th Bengal Cavalry; Captain G. S. F. Napier, 2nd Battalion Oxfordshire Light Infantry; Captain M. B. Willoughby, 2nd Bengal Lancers; Captain F. J. M. Edwards, D. S. O., 3rd Bombay Cavalry; Captain E. H. Cole, 11th Bengal Lancers; and Captain F. Remick, 40th Bengal Infantry.

Fifty men of the 6th Madras Infantry have volunteered for service in China and have been accepted.

Captain F. Remick, of the 48th Pathans, has been appointed a special service officer with the China Expeditionary Force. He takes the place of Lieut. Holman of the 16th Bengal Lancers.

General Y. Fukushima, who is in command of the division which Japan has despatched to North China, says the London and China Express, is fifty-one years of age. He has greatly distinguished himself in the service of his country. While holding the rank of major he made the long journey on horseback alone between Berlin and Vladivostok, across Siberia. In later years he visited Persia, where he travelled extensively. His war record includes the campaign in Formosa of 1874, and that against the Sammas rebels in 1877. In 1894-5 he fought against the Chinese in Korea and Manchuria. Among his own people he is highly esteemed as an intrepid traveller, that when, in 1877, he was reported to have been killed in the battle of Minami-no-saki, general regret was expressed throughout Japan. Happily the announcement proved to be untrue, but he was wounded more than once in the long contest with the insurgents that year. The narrative of his many journeys in Asia has been published at Tokyo in book form, and makes a bulky volume. As an excellent linguist, speaking English, German, and Russian, and an officer of wide experience, his selection for the command at a critical time is easily to be understood. He has been in India and Burma, among other places, and what is perhaps of uncommon value just now is well acquainted with the topography of North China, and has traversed much of the region lying between the Gulf of Pechili and the Amur.

NEMESIS AND THE RULERS OF CHINA.

(Contributed).

It is indicative of the generally low organisation of the Chinese system of government that the present practical effacement of Peking as the governing centre of the Empire seems to produce no inconvenience in the provinces at large. This condition is, of course, not altogether peculiar to China, but is shared in a greater or less degree by all Asiatic monarchies; but China may fairly be said to represent the system in its fullest development. To find an analogue we have to go to the lower forms of animal life, where as yet the cephalic system is imperfect, and where without inconvenience to the life of the organism the head may be completely severed from the remainder of the body. This curious break in the continuity of the body politic, though it in the long run is likely to delay or throw impassable obstacles in the way of restoring the Imperial power, has in the meanwhile proved advantageous to China at large; as where the local administration has been in the hands of capable men it has permitted the ordinary functions of government to be carried on with the least expenditure of friction. This is more particularly the case in the great Yangtze Provinces, where the presence of two able and honestly disposed officials in the persons of their Excellencies Liu Kung-Yi and Chang Chih-Tung really saved the Empire from shipwreck at the hands of the truculent and ignorant Peking faction, who have taken their cue from the late Empress Regent. Turning from these capable Satraps, there is a vast and steep decline to the other governors, ending in the sink of degradation into which the cunning, but otherwise incapable, Li Hung-Chang has permitted himself to be involved. Li's career began with an instance of cold-blooded and unrelenting treachery, which had England been fitly represented at Peking, would for ever have barred his further employment in public affairs. On the strength of Colonel Gordon's plight, word the principal leaders of the Taping rebels had consented to deliver up their last stronghold in the city of Soochow, thereby closing a movement that had devastated nearly one half of the Empire, and had but for the interference of the English extinguished the Ta Tsing dynasty. Unfortunately, Gordon, not yet realising the faithless character of the man, permitted the prisoners to pass into the hands of Li Hung-Chang, who instantly, notwithstanding the pledge of their life given by their real captor, had them beheaded. What followed was characteristic of both men; while Li, aware of the punishment due to the atrocity of the crime, strove to avoid its falling upon his craven person, Gordon, it is well known, went about armed for some weeks in the hopes of meeting with the ignoble perpetrator. Unfortunately the British Minister, from motives of misjudged expediency, condoned the offence, and China has ever since had to bear the burden of her old man of the mountains, in the person of the false, and as recent events have shown, traitorous Li. It is edifying, in the light thrown on the situation by the conduct of the Yangtze viceroys, to see how very different has been the action of Li. The Liangkiang have of late years not been fortunate in their viceroys. An incapable, whose rule was marked by wide spread dissatisfaction, was succeeded by Li Hun-chang, an elder brother of the object of our notice, of whom it may be said that he possessed in the highest degree the besetting sin of the Li family, an inordinate acquisitiveness, without their redeeming point of astuteness. Li the Elder's rule was disastrous, and even Peking in spite of his fat offerings found itself compelled to dismiss with infamy the too dangerous Viceroy. It, however, substituted a king log for a king. Li's person in the person of the corrupt and incapable Tan Chong-Lin, whose neglect left the provinces in an equally explosive condition. Li Hung-chang, who, in return for his share in the Palace Revolution that had suppressed the Emperor, and placed the truculent ex-Regent virtually on the throne, had been relegated to the post of the fifth wheel of the governmental coach, kept pressing his services on the new regime. He was indignantly sent to complete his degradation at the vice-regal post of the Liang-Kwang, where it was foreseen that success or failure would be equally fatal. That Li himself has been personally cognisant of the fact that the relegation to the Viceroyalty of the Liang Kwang was intended as no honour has been apparent by his acts to all who know him personally in his powerful days; and there is no doubt that it was this feeling of sudden acquiescence in a fate that he knew was degrading that rendered his conduct at Canton so utterly inexplicable to those who did not understand the character of the man. More skilled in the routine work of government than his predecessor, Li diminished, if he did not suppress, the external phases of open piracy, but he exhibited little intention of restoring order generally within his government, and indeed seems to have been rather organising the elements of disorder, so as to be useful to himself in case of emergency. Such is the only natural explanation of his parting arrangements with the well known Black Flag leader Lin Yung Fu and others of less respectable antecedents. In Chekiang province again, usually the quietest of the whole eighteen, an incapable, or ill-affecting, governor permits outrages to be committed almost under his eyes, with the natural result that the earliest governed province in the Empire is in a state not far from revolt. With that peculiar infatuation, however, which has ever had the worst results for the common interest it is noteworthy that men who have had reiterated experience of these facts should, instead of communicating with those officials who, in very trying circumstances have been faithful to their trust, have preferred to deal with a man of such shady antecedents as Li, and should thereby still further complicate an already sufficiently embarrassing position.

Of Li's present post we have absolutely no knowledge, and the assertion made by himself and entirely unsupported by any evidence, would, even if substantiated, point him out as a participant in the treasonable plot of the ex-Regent. In spite of all this it is not reassuring to find that certain of the Governments interested have been actually weakening their own position by lending ear to these wild statements of a man whose least crime is that he is a deserter. Li has enjoyed the role so long of self-appointed mischief-maker-general to Peking that not unnaturally he has come to look upon the tenure of the office as permanent, and has been trying with some success to represent himself as the accredited agent of the Government, whatever that may mean, at Peking. Of course, the majority of the Consuls in whose hands is placed the responsibility, in the absence of any accredited minister, of carrying on negotiations have recognised the true position, and have gradually relegated Li to his proper position of a nonentity who has lost entirely the confidence of every party; but meanwhile much damage has been done by the shifting diplomacy of one or two amongst the number. Practically Li is at the moment a sort of prisoner on discretion, and if the powers hold together in regarding him in this light, little harm may eventually result from the initial mistake; but unfortunately Li is a past master in the art of dissimulation, and has so many times succeeded in effecting a rift in the councils of the European Powers, that he conceives that a similar victory is yet within his power of accomplishment. Meanwhile if the European Powers can be content for the moment to work together, and avoid the temptation of seeking to enter into separate negotiations, there is now no real danger in sight for the common interest. The great body of the people have no stomach to be led into a crusade against foreigners, which they already see must result in an entire defeat. The capture of the Taku Forts, and still more the destruction of the proud city of Tientsin, has acted as a powerful deterrent, and fear, not confidence, is the prevailing factor. There are now few ports that are not covered by one or more men-of-war of sufficient force to render all attempts at hostility hopeless, and the tacit support, which at the beginning was afforded to the anti-foreign party, is now rapidly changing to the more practical feeling that after all there may be worse evils in store for its inhabitants than are concerned with the peaceful residence of a few thousand foreigners scattered through the Empire. This result was from the first foreseen by the Yangtze Viceroys, and it was this fact which more than anything else has turned the tables on the ignorant and fanatic Manchul faction, which has made its last bid for supremacy in China.

MACAO.

[FROM OUR CORRESPONDENT.]

PREPARATIONS TO RECEIVE THE NEW GOVERNOR.

Macao, 10th August.

Many people here yesterday were watching for the arrival of the cruiser *Adamant*, which was due to arrive in the harbour any moment, but their curiosity had not yet been gratified when these lines were posted. Grand preparations are also being made on the Praya Grande arches, flags, etc., being put up for the reception of His Excellency Senhor Horta e Costa. He is not, however, coming here directly, but is going to call in your port first, where the *Gazeta* is due to arrive on Saturday and where he will stay for one or two days, and there the cruiser *Adamant* will receive him and bring him to Macao. The *Gazeta* after leaving His Excellency will follow with the troops to Macao. There is a rumour that Senhor Horta e Costa's stay in Hongkong is for the purpose of having a conference with your Governor. The arrival of Senhor Horta e Costa is most welcome to the inhabitants of this Colony, who know how much interest His Excellency takes in all that concerns the welfare of Macao. All the improvements we see were made by him, while his successor Senhor Galhardo did nothing of the kind, but left all in great neglect for three long years. No doubt Senhor Horta e Costa will now see that many ideas he had before his last departure from this Colony are put now into execution. It is sincerely hoped that His Excellency will have a good time of it during his term of office here, and that his administration will be as lucky as ever, not only for his own satisfaction, but also for the inhabitants of the Colony.

PRESENTATION AT THE "SOLDIERS' CLUB."

So much having been said of late about the "Absent Minded Beggar," such an instance of thoughtfulness as occurred at the Soldiers' Club on the evening of Friday, the 3rd inst., should not be allowed to pass unrecorded. On some details being told of some few days since for the North China Field Force, Pte. Connor, A.O.C., presented himself, among others, for medical examination prior to embarking, and unfortunately for him was found to be suffering from valvular heart-disease. The man having had a sedentary post, (clerk in the Ordnance Dept.) and not in the habit of taking violent exercise, he was, however, considered himself in the best of health, and felt highly elated at the prospect of seeing some active service, and his feelings may be better imagined than described; however, it is highly creditable that some of his fellow-members of the Soldiers' Club and comrades showed their sympathy in a very solid manner. A subscription was started at 11 p.m. on Thursday the 2nd, and the next evening the subscribers had the pleasure of meeting together on the cool and brilliantly illuminated verandah of the Club, and presenting their respected departing comrade with a handsome watch and chain, and a pocket book containing \$36.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	RENT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via Ports of Call	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON via SUEZ CANAL	RHODES	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 4th Sept.
LONDON	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On or about 6th Sept.
NEW YORK via SUEZ CANAL	SARPEDON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.	—	Thompson	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
BREMEN, via Ports of Call	WEIMAR	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 18th Sept.
MARSEILLES &c, via Ports of Call	ARNAM	Fren. str.	—	Poydenot	MELCHERS & CO.	On 23rd inst. at Noon.
MARSEILLES & LONDON via MANILA	BANCA	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	On 13th inst. at 1 P.M.
MARSEILLES & LONDON via ANTWERP, Y. STONE, &c	KANAGAWA MARU	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On or about 14th inst.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Belkora	NIPPON YUSEN KAISHA	On 23rd inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On 24th inst. at Daylight.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	To-day, at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 20th Sept.
TRIESTE &c, via Ports of Call	FRANZ FERDINAND	Aus. str.	—	G. Costanzo	SANDER, WIELE & CO.	On or about 30th Sept.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	DODWELL & CO., LIMITED	On or about 12th Oct.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	G. E. Elliott	JARDINE, MATHESON & CO.	On or about 16th inst.
VICTORIA, B.C., & TACOMA	BRECONSHIRE	Brit. str.	—	G. D. Bowles, R.N.R.	DODWELL & CO., LIMITED	On or about 24th inst.
VICTORIA, B.C., &c, via SHANGHAI, &c	TANTAR	Brit. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 13th inst.
VICTORIA, B.C., &c, via SHANGHAI, &c	RIOJUN MARU	Jap. str.	—	O. P. Marshall, R.N.R.	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF INDIA	Brit. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	On 27th inst. at 4 P.M.
PORTLAND, OREGON, &c	BRASMAR	Brit. str.	—	—	DODWELL & CO., LIMITED	On 29th inst.
SAN FRANCISCO via SHANGHAI, &c	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 16th inst. at Noon.
SAN FRANCISCO via AMOY, &c	CITY OF R. DE JANEIRO	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO via AMOY, &c	CARLEME CITY	Brit. str.	—	—	O. & O. S. S. Co.	On 1st Sept. at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
AUSTRALIAN PORTS	TAINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA & KOBE	MONCHEN	Ger. str.	—	—	MELCHERS & CO.	On 24th inst. at 4 P.M.
YOKOHAMA & KOBE via KIOCHAU	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th Sept. at Noon.
YOKOHAMA & KOBE via NAGASAKI & KOBE	CHINA	Aus. str.	—	—	SANDER, WIELE & CO.	On 15th inst. at Noon.
YOKOHAMA & KOBE via NAGASAKI & KOBE	ROSETTA	Brit. str.	—	—	P. & O. S. N. Co.	On 15th inst. P.M.
NAGASAKI, KOBE & YOKOHAMA	FUTAMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
SHIMONOSEKI	NINGPO	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHIMONOSEKI	KALGAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
SHANGHAI & KOBE	SHANGHAI	Brit. str.	—	—	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YARRA	Fren. str.	—	—	MELCHERS & CO.	On or about 12th inst.
SWATOW, AMOY & TAIWATOW	PANAMA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On or about 17th inst.
SWATOW, AMOY & TAIWATOW	ASINGO MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
TAMU	NEWCHWANG	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 22nd inst. at Daylight.
MANILA DIRECT	MANILA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 6 P.M.
MANILA	SUNGLANG	Brit. str.	—	—	SEWAN, TOMES & CO.	On 13th inst. at 5 P.M.
MANILA	TEINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
ILIOLO & CEBU	EMERALDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
BATAVIA, SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	SEWAN, TOMES & CO.	On 15th inst. at 5 P.M.
SINGAPORE, PENANG & BOMBAY	BOEMIDA	Ital. str.	—	—	CARLOWITZ & CO.	On 3rd Sept.

SHIPPING.

ARRIVALS.
 Aug. 9, ZAMANIA, H.B.M. transport, 2,882, D. F. Lee, Bombay 20th July.
 Aug. 9, MOKSHU, German str., 815, C. Kumpel, Bangkok 3rd August, General—BUTTERFIELD & SWIRE.
 Aug. 9, HATINO, French steamer, 750, East, Haiphong and Hoihow 8th August, General—A. R. MARTY.
 Aug. 10, DUKES OF LIPS, British str., 2,500, J. S. Cox, Manila 7th August, Ballast—DODWELL & CO., LD.
 Aug. 10, BRECONSHIRE, British str., 2,323, Geo. Elliott, Manila 7th August, Ballast—DODWELL & CO., LD.
 Aug. 10, KWANGLO, British str., 1,467, Lincoln, Canton 9th August, General—CHINESE.
 Aug. 10, NAWAR, H.B.M. transport, 2,041, W. J. Chibbin, Taka 3rd August.
 Aug. 10, MARBURG, German str., 2,568, Bagway, Hamburg 24th June and Singapore 5th August, General—SIEMSEN & CO.
 Aug. 10, TIKIN, Norw. str., 710, Dahl, Canton 10th August, General—CHINESE.
 Aug. 10, WINGSONG, British str., 1,517, T. H. Sellar, Swatow 9th August, General—JARDINE, MATHESON & CO.
 Aug. 10, HIROSHIMA MARU, Jap. str., 2,035, S. Yoshizawa, Bombay 27th June and Singapore 4th August, General—NIPPON YUSEN KAISHA.
 Aug. 10, PHRA C. KLAO, British str., 1,011, J. Fowler, Bangkok 2nd August, General—BUTTERFIELD & SWIRE.
 Aug. 10, QUEEN ADELAIDE, British str., 1,835, F. McNair, Manila 7th August—DODWELL & CO., LIMITED.
 Aug. 10, KESATIA, German str., 2,163, T. Babel, Kutchinota 4th August, Coal—SIEMSEN & CO.

CLEARANCES.

At the Harbour Master's Office.
 10th August.
 Nippon, British str., for Moji.
 Trym, Norwegian str., for Chefoo.
 Subino Rickman, British str., for Pulanhang.
 Kalgan, British str., for Moji.

DEPARTURES.

Aug. 10, ATERADE, German str., for Haiphong.
 Aug. 10, DEVERGEE, German str., for Saigon.
 Aug. 10, EASTERN, British str., for Sydney.
 Aug. 10, SHANTUNG, British str., for Yokohama.
 Aug. 10, WAKASA MARU, Jap. str., for London.
 Aug. 10, CHILLI, British str., for Shanghai.
 Aug. 10, THAIAN, British str., for Swatow.
 Aug. 10, SHARSI, British str., for Hongay.
 Aug. 10, DUKES OF PORTLAND, British transport, for Weihaiwei.
 Aug. 10, DITO, British cruiser, for Weihaiwei.
 Aug. 10, ZAMANIA, British transport, for Weihaiwei.
 Aug. 10, ITANDA, British transport, for Weihaiwei.
 Aug. 10, CANNING, British transport, for Weihaiwei.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Argus.
 U.S.S. Iris, Tainan, Tartar, H.M.S. Otter.
 COSMOPOLITAN DOCK.—Chowin.

SHIPPING REPORTS.

The German steamer *Mongkut*, from Bangkok 3rd August, had fair weather with rain squalls and S.W. winds.
 The British steamer *Phra Chon Kloo*, from Bangkok 2nd August, had variable winds and fine weather throughout.
 The British steamer *Queen Adelaide*, from Manila 7th August, experienced fine, clear weather and smooth sea throughout.

VESSEL ON THE BERTH.

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"YARRA"
 Captain Schmitz, will be despatched for the above ports on or about SUNDAY, the 12th inst.

For Freight or Passage, apply to
 G. DE CHAMPEAU X.
 Agent.
 Hongkong, 9th August, 1900.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.
 THE Company's Steamship

"KALGAN"
 Captain Laver, will be despatched as above TO-DAY, the 11th inst. at Noon.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 10th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.
 THE Company's Steamship

"NINGPO"
 Captain Phillips, will be despatched as above TO-DAY, the 11th inst. at Noon.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 10th August, 1900.

NAVIGAZIONE GENERALE ITALIANA
 (FLORENCE AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MISSINA, NAPLES, LIGORIO and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
 "BOEMIDA"
 Captain Sartorio, will be despatched as above TO-DAY, the 11th inst. at 5 P.M.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 8th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAMSUI.
 THE Company's Steamship

"NEWCHWANG"
 will be despatched as above TO-DAY, the 11th inst. at 6 P.M.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 9th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
 (Taking Cargo at Lowest Rates.)
 THE Company's Steamship

"SARPEDON"
 Captain Grier, will be despatched as above TO-MORROW, the 12th inst. at DAYLIGHT.

For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 10th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SVATOW, AMOY, AND TAMSUI.
 THE Company's Steamship

"TAMSUI MARU"
 Captain H. Nagata, will be despatched for the above ports TO-MORROW, the 12th August, at DAYLIGHT.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 6th August, 1900.

HAMBURG-AMERIKA LINIE
(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILEZIA	HAVRE & HAMBURG	Noon, 11th, Freight and Passengers.
Cent. Behrens	(London with transshipment in Hamburg)	Aug. 12th, Freight.
MARBURG	HAVRE & HAMBURG	About 12th, Freight.
Cent. v. Binzer	(London with transshipment in Hamburg)	Sept. 1st, Freight.
* SIBIRIA	HAVRE & HAMBURG	About 20th, Freight and Passengers.
Cent. Braun	(London with transshipment in Hamburg)	Sept. 1st, Freight.
SAXONIA	HAVRE & HAMBURG	About 30th, Freight.
Cent. Jager	(London with transshipment in Hamburg)	Sept. 1st, Freight.
SERBIA	HAVRE & HAMBURG	About 12th, Freight.
Cent. Sachs	(London with transshipment in Hamburg)	October, Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.
 "EMPEROR OF JAPAN". Comdr. G. E. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900.
 "EMPEROR OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Mags. Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 9th August, 1900.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

STEAMERS TO SAIL ON REMARKS.

SHANGHAI and KOBÉ { SHANGHAI { Noon, 11th, { Freight or Passage.
 { A. F. Street { August {

MARSEILLES and LONDON { BANCA { About 14th, { Freight.
 { G. W. Babet { August {

SHANGHAI { PARRAMATTA { About 17th, { Freight or Passage.
 { A. Symons { August {

LONDON &c { MALTA { Noon, 18th, { See Special Advertisement.
 { E. J. Cole, R.N.R. { August {

YOKOHAMA via NAGASAKI & KOBE { ROSSETTA { About 19th, { Freight or Passage.
 { C. C. Talbot, R.N.R. { August {

LONDON { JAWA { About 6th, { Freight or Passage.
 { G. W. Gordon, R.N.R. { September {

For Further Particulars, apply to
 A. Y. MARSHALL, Acting Superintendent.
 Hongkong, 2nd August, 1900.

VESSELS ON THE BERTH

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	Aug. 13	BRASMAR	3,601	W. Watt	Aug. 25
OLYMPIA	2,597	E. J. Frisbridge	Sept. 1	ANGEL	2,907	W. S. Thomson	Sept. 20
GLENOCLE	3,750	W. Frakes	Sept. 11	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 24T.
 Excellent accommodation. First class Table, Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24T.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 22T.
 The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oreg., for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 1st August, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROTECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HIROSHIMA MARU { KOBE and YOKOHAMA { TUESDAY, 14th Aug., at
 S. Yoshizawa { DAYLIGHT.

KANAGAWA MARU { MARSEILLES, LONDON, and { FRIDAY, 24th Aug., at
 J. MacKenzie { ANTWERP, via SINGAPORE, { DAYLIGHT.
 { PENANG, COLOMBO & PORT SAID

KASUGA MARU { SYDNEY and MELBOURNE, via { FRIDAY, 24th Aug., at
 E. Wilson Haswell { MANILA, THURSDAY ISLAND, { 4 P.M.
 { TOWNSVILLE & BRISBANE

FUTAMI MARU { NAGASAKI, KOBE and YOKO- { SATURDAY, 25th Aug., at
 J. Thom { HAMA { NOON.

* RIOJUN MARU { VICTORIA, B.C. and SEATTLE { MONDAY, 27th Aug., at
 J. W. Ekstrand { U.S.A. via SHANGHAI, KOBE, { 4 P.M.
 { and YOKOHAMA

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.
 A. S. MIHARA,
 Manager.

(Published by Special Arrangement.)

IN WHITE RAIMENT.

BY
WILLIAM LE QUEUX.Author of "Purple and Fine Linnon," "Whoso
Findeth a Wife," "Of Royal Blood," "If
Sinners Entice Thee," "The Day
of Temptation," &c., &c.

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PROLOGUE.

Yes, it was utterly inexplicable.
So strange, indeed, were all the circumstances,
and so startling the adventures that befell me in
my search after truth that until to-day I have
hesitated to relate the narrative, which is as
extraordinary as it is unique in the history of
any living man.

If it were not for the fact that a certain per-
son lately associated with this curious drama
of our latter-day civilisation has recently passed
to the land that lies beyond the human ken, my
lips would perhaps have still remained sealed.

Hitherto, my literary efforts have been con-
fined to the writing of half-fictional prescriptions
or an occasional contribution to one or other of
the medical journals; but at the suggestion of
the one who is dearest to me on earth I have
now resolved to narrate the whole of the as-
tonishing facts in their due sequence, without
seeking to disguise anything but to lay bare my
secret and to place the whole matter unreser-
vably before the reader.

Every doctor has a skeleton in his cupboard.
I am no exception.

Any dark or mysterious incident, however
trivial, in the life of a medical man is regarded
as detrimental by his patients. It is solely be-
cause of that I am compelled to conceal one
single fact—my true name.

For the rest, reader, I shall be quite straight-
forward and open in my confession without the
affectation of academic phrases, even though I
may be a physician whose consulting room in
Harley Street is invariably full, whose fees are
heavy, and whose name figures in the public
prints as the medical adviser of certain lea-
ders of society. As Richard Colkirk, M.D.,
M.R.C.S., M.R.C.P., I am compelled to keep up
appearances and impress with a sense of superi-
ority and inflexible crowd who seek my
advice; but as Dick Colkirk, the narrator of this
romantic tale, I can at all times be
frank, and sometimes confidential.

In the wild whirl of social London there occur
daily incidents which, when written down in
black and white, appear absolutely incredible.
Amid the fevered rush of daily life in this our
great city of violent contrasts, the city where
one is oft-times so lonely among millions, and
where people starve and die in the very midst
of reckless extravagance and waste, one some-
times meets with adventures quite as astonish-
ing as those related by the pioneers of civiliza-
tion; adventures which, recounted by the
professional novelist, must of necessity be ac-
cepted with a certain reserve.

Reader, I want to take you into my con-
fidence. Think for a moment. Have you not
read in your daily paper true statements of fact
far stranger than any ever conceived by the
writer of fiction? Have you not sat in a dull
dispiriting London police court and witnessed
that phantasmagoria of comedy, tragedy and
mystery as presented to that long-suffering
public servant, the Metropolitan Stipendiary?

If you have, then you will agree that romance
is equally distributed over Greater London.
Love is as honest and hearty bent as true in
Peckham, Pudding-street, or Plaistead as in that
fashionable half-mile area around Hyde Park
Corner; life is as full of littleness and broken
idols in Kensington as it is in Kentish Town,
Kennington, or the Old Kent Road. The two
worlds rub shoulders. All that is most high
and noble mingles with all that is basest and
most criminal; therefore, it is not surprising
that the unwary frequently fall into the cum-
brously-devised traps prepared for them, and
even the most prosaic persons meet with queer
and exciting adventures.

CHAPTER I.

MAINLY ABOUT PEOPLE.

My worst enemy—and alas! I have many—
would not accuse me of being of a romantic
disposition.

In the profession of medicine any romance
acquired in one's youth or college days is
quickly knocked out of one by the first term at
the hospital. The medical student quickly be-
comes, in a manner, callous to human suffering,
and by the time he obtains his degree he is
generally a shrewd and sympathetic observer,
but with every spark of romance crushed dead
within his heart. Thus, there is no bachelor
more confirmed than the celibate doctor.

I had left Guy's a year. It is not so very
long ago, for I am still under forty; young,
they say, to have made my mark. True success
has come to me suddenly, and very unworthily
I think, for I confess that my advancement has
been more by good luck than by actual worth.
Indeed I have very often felt that after all, our
knowledge of human ailments and the causes,
even with all the recent bacteriological dis-
coveries, is very meagre, and that I am but
little better than a charlatan. We doctors do our
best, but in the plain truth be spoken, our know-
ledge, with all its recent advancement, is very
superficial, and there is still a good deal of
quackery in our methods.

At Guy's I had been under McCormac and
other great men, whose names will ever remain
as medical landmarks, but when I left with my
degree I quickly discovered that the doctor's
calling was anything but lucrative. As in every
other walk of life the medical profession,
because it is considered genteel, is overcrowded.
There is, of course, an outlet in certain of our
malaria colonies, but for the doctor who desires
to remain in England, and is entirely dependent
upon his practice for an income, the outlook
was then, as it now is, an exceedingly uninvit-
ing one.

My first engagement was as assistant to a
country practitioner at Woodbridge, in Suffolk:
a man who had a large but very poor practice,
most of his patients being club ones. Upon the
latter I was allowed to exercise my maiden
efforts in pills and mixtures, while my
principal indulged freely in whiskey in his
own room over the surgery. He was a
hard drinker, who treated his wife as badly
as he did his patients, and whose habit it
was to enter the cottages of poor people who
could not pay him and seize whatever piece of
family china, bric-a-brac, or old oak work
fancied, and forcibly carry it away as payment
of the debt owing. By this means he had, in
the course of ten years, made a very presentable
collection of curios, although he had more than
once very narrowly escaped getting into serious
trouble over it.

I spent a miserable year driving by day and
by night in sunshine and rain, far afield over
the Suffolk plains, for owing to my principal's
punctiliousness for drink the greater part of the work
devolved upon myself. The crisis occurred,
however, when I had been with him some eight-
een months. While in a state of intoxication
he was called out to treat a man who had met
with a serious accident in a neighbouring
village. On his return he gave me certain in-
structions, and sent me back to visit the patient.

The instructions—technical ones, with which
it is useless to puzzle the reader—I carried
out to the letter, with the result that the poor
fellow's life was lost. Then followed an inquest,
exposure, censure from the coroner, a rider
from the jury, and my employer with perfect
sang-froid succeeded in fastening the blame
upon myself in order to save the scanty reputa-
tion he still enjoyed over the countryside.

The jury were, of course, unaware that he
was intoxicated when he attended the man and
committed the fatal blunder, while I, in perfect
innocence, had obeyed his injunctions. It is
useless, however, to protest before a coroner,
therefore, I at once resigned my position, and
that same night returned again to London full
of indignation at the treatment I had received.

My next practice was as an assistant to a man
at Hull, who proved an impossible person, and
through the five years that followed I did my
best to alleviate human ills in Cavendish, Derby,
Cheltenham, and Leeds respectively.

The knowledge I obtained by such general
and varied practice, being always compelled to
dispense my own prescriptions, was of course
invaluable. But it was terribly uphill work,
and a doctor's drudge, as I was, can save no
money. Appearances have, however, to be kept
up, and one cannot put by very much on eighty
or one hundred pounds a year. Indeed, one
night, seven years after leaving Guy's, I found
myself in London wandering idly along the
Strand without prospects, and with only a single
sovereign between myself and starvation.

I have often reflected upon that memorable
night. How different the world seemed then!
In those days I was content to pocket a single
shilling as a fee; now they are guineas, ten or
more for as many minutes of consultation.

It was an unusually hot June and the night was
quite stifling for so early in summer. Although
eight o'clock it was not yet dark, but as I
strode westward past the Adelphi there were
in the sky that dull purple haze with
which Londoners are familiar, the harlequin of
a storm. I had sought several old friends of
hospital days, but all were out of town. It was
the last day in June and the season was at an
end. The club furniture was swathed in its
holland shrouds, hall-porters sat in their boxes
reading the evening papers and sleeping, the
rooms were closed, and the houses of social London
were already given over to the convivial guests
of James and Mary Ann, who indulged in the
general links of below stairs.

London may be declared empty and half-a-
million persons may have left to disport them-
selves in the country or by the sea, yet the ebb
and flow in that most wonderful thoroughfare
in the world, the Strand, is ever the same, the
tide in the dog days being the same as in
December. It is the one highway in London
that never changes.

I had strolled along to the corner of Bedford
Street, down-hearted and low-spirited, I must
confess. Ah! to know how absolutely lonely a
man can be amid those hurrying millions, one
must be penniless. In the seven years that had
passed, most of my friends had dispersed, and
those who still remained cared little for a no-
rised, the situation. In that walk I calmly
discovered my white-haired widowed mother
lived frugally, full of fond thoughts of her only
son. She had brought herself to the verge of
poverty in order that I might complete my studies
and become a doctor. Poor mother! She believed,
like so many believe, that every doctor makes
a comfortable income. And I had worked, my
slaved, night and day, through seven whole years
for less wage than an average artisan!

I had not dined, for truth to tell, I had hesitated
to change my last sovereign, but the pang of
hunger reminded me that nothing had passed
my lips since the breakfast in my dingy lodgings,
and knowing of a cheap eating-house in Covent
Garden, I had passed for a moment at the corner.

Next instant I felt a hearty slap on the back,
and a hearty voice cried—
"Why, Colkirk, old fellow, what's up? You
look as though you're going to a funeral!"

I turned quickly, and saw a round fresh-
coloured familiar face before me.
"By Jove!" I exclaimed in pleasant surprise.
"Raymond. Is it really you?" And we grasped
hands heartily.

"I fancy so," he laughed. "At least, it's
what there is left of me. I went out to Acera,
you know, got a sharp touch of fever, and they
only sent back my skeleton and skin."

Bob Raymond was always merry and amus-
ing. He had been the humorist of Guy's in his
time; the foremost in practical joking and the
most backward in learning. The despair of
more than one earnest lecturer, he had never
passed beyond one of the most popular fellows in
our set, and had occupied diggings in the next
house to where I lodged in a mean street off
Newington Butts.

"Well," I laughed, "if you left your flesh
behind you on the West Coast you'd be filled out
sines. Why, you're fatter than ever. What's
your beverage? Colkirk oil?"

"No. Just now it's whiskey and seltzer with a
big chunk of ice. Come into Romano's and
have one. You look as though you want cheer-
ing up."

I accepted his invitation, and we strolled
back to the bar he had mentioned.
He was a short, fair-haired, sturdily-built
fellow, with a round face, which gave him the
appearance of an overgrown boy, a pair of
blue eyes that twinkled with good fellowship,
cheeks that struck me as just a trifle too ruddy
to be altogether healthy, a small mouth, and a
tiny, drooping, yellow moustache. He wore a
silk hat of brilliant gloss, a frock-coat as be-
came one of "the profession," and carried in
his hand a smart ebony cane with a silver hook.
I noticed as we stood at the bar that his hat
bulged slightly on either side, and knew that in
it was concealed his stethoscope. He was there-
fore in practice.

Over our drinks we briefly related our ex-
periences, for we had both left the hospital at
the same term, and had never met or heard of
each other since. I told him of my delugery,
disappointment, and despair, to which he listened
with sympathetic ear. "What he told me of him-
self," he had gone out to Acera, had a narrow
escape with a bad attack of fever, returned to
London to recover, and became assistant to a
well-known man at Plymouth.

"And what are you doing now?" I inquired.
"I've started a little practice over in Ham-
mersmith," he answered. "I've been there a
year—but Hammersmith seems such a con-
foundedly healthy spot."

"You haven't got many patients—eh?" I
said, smiling.

"Certainly I will," I said, and leaving her,
ascended, put on my boots, and placing my case
of instruments in my pocket, quickly rejoined
her, and entered the cab in waiting.

On our drive along the Hammersmith Road,
and through several thoroughfares lying on the
right, I endeavored to obtain from her some
idea of the nature of the lady's ailment, but she
was either stupidly ignorant, or else had re-
ceived instructions to remain silent.

The cab at last pulled up before a fine grey
house with a wide portico, supported by four
immense columns, before which we both alight-
ed. The place, standing close to the entrance
to a large square, was a handsome one with
bright flowers in boxes before the windows and
a striped sunblind over the balcony formed by
the roof of the portico. The gilded blinds
were down because of the strong sun, but our
ring was instantly answered by a grave-looking
footman, who showed me into a "cosy library" at
the end of the hall.

"I'll tell my master at once that you're here,
sir," the man said, and he closed the door, leav-
ing me alone.

"Unfortunately, no. The red lamp doesn't
seem to attract any more than the blue
lamp before the police station. If there was
only a bit of syncope disease I might make a
neurotic or two, but as it is, point, indigestion and
drink seem to be the principal ailments at pre-
sent." Then he added: "But if you're not do-
ing anything why don't you come down and
stay a day or two with me? I'm alone, and
we'd be mutual company. In the meantime
you might hear of something from the 'Lancet.'
Where's your diggings?"

I told him.
"Then let's go over there now and get your
traps. Afterwards we can go home together.
I've got cold mutton for supper. Hope you
don't object."

"Very digestible," I remarked, and after
some persuasion he at length prevailed upon me
to accept his hospitality.

He had established himself, I found, in the
Rowan Road, a turning off the Hammersmith
Road, in an ordinary-looking ten-roomed house
—one of those stereotyped ones with four
heart-stone steps leading to the front door,
and a couple of yards of unhealthy-looking,
ill-kept grass between the bay-window and the
iron-railings. The house was as dingy and
smoke-begrimed as its neighbours, but was ren-
dered distinctive by a bracket over the door
holding the red lamp, and the shining brass
plate upon the railing bearing the words, "Mr.
Robert Raymond, Surgeon."

The interior was comfortably furnished, for
Bob was not wholly dependent upon his prac-
tice. His people were browner at Bristol, and
his allowance was ample. The dining-room was
in front, while the room behind it was converted
into a surgery with the regulation invalid's
couch, a case of second-hand books to lend the
place an imposing air, and a small writing-table,
whereat my hospital chum wrote his rather er-
ratic ordinances.

Bob was a good fellow, and I spent a pleasant
time with him. Old Mrs. Bishop, his house-
keeper, made me comfortable, and the whole
day long my host would keep me laughing at
his droll witticisms.

Patients were, however, very few and far
between.

"You see, I'm like the man in Harley Street,
my dear old chap," he observed one day. "I'm
not consulted as a last resource."

I did not feel quite comfortable in accepting
his hospitality for more than a week, but when
I announced my intention of departing he
would not hear of it, and therefore I remained,
each week eager for the publication of the
"Lancet" with its list of assistants wanted.

I had been with him three weeks, and assisted
him in his extremely small practice, for he
sometimes sought my advice as to treatment.
Poor old Bob. He was never a very brilliant
one in his diagnoses. He always made it a rule
to sound everybody, feel their pulses, press down
their tongues and make them say "Ah."

"Must do something for your money," he
used to say when the patient had gone. "They
like to be looked after, you know."

One afternoon, while we were sitting together
smoking in his little den above the surgery, he
made a sudden suggestion.

"Do you know, Dick, I scarcely like to ask
you, but I wonder whether you'd do me a
favour?"

"Most certainly, old chap," I responded.
"Even though you incur a great respon-
sibility?"

"What is the responsibility?"
"A very grave one. To take charge of this
extensive practice while I go down to Bristol
and see my people. I haven't been home for a
year."

"Why, of course," I responded. "I'll look
after things with pleasure."

"Thanks. You're a brick. I won't be away
for more than a week. You won't find it very
laborious. There's a couple of kids with the
croup round in Angel Road, a bed-ridden old
gent in Bridge Road, and a man in Beadon
Road who seems to have a perpetual stomach-
ache. That's about all."

I smiled. He had not attempted to diagnose
the stomach-ache, I supposed. He was indeed
a careless fellow.

"Of course, you'll pocket all the fees," he
added, with a touch of grim humour. "They're
not very heavy—bobs and half-crowns, but they
may keep you in tobacco till I come back."

And thus I became the locum tenens of the
not too extensive practice of Robert Raymond,
surgeon; for he departed for Paddington on my
following evening, and I entered upon my
somewhat lonely duties.

The first couple of days passed without in-
cident. I visited the two children with croup,
looked in upon the bed-ridden patient of a bibulous
furniture dealer, and examined the stomach
with the perpetual pain. The latter proved a
much more serious case than I had supposed,
and from the first I saw that the poor fellow
was suffering from an incurable disease. My
visits only took an hour, and the rest of the day
I spent in the little den upstairs, smoking
furiously and reading.

On the third morning, shortly before mid-
day, just as I was thinking of going out to make
my round of visits, an unusual incident occurred.

I heard a cab stop outside, and a moment
later the surgery door was violently rung.

I started, for that sound was synonymous
with knock-down. Not once during the three
weeks I had been Bob's guest had the surgery
bell been rung except between six and eight in
the evening, the hours of consultation.

I smoothed down my hair, re-arranged my
cravat, slipped on my bluecoat—for I had been
sitting in my shirt-sleeves—and after the lapse
of some five minutes, descended in expectation.

A middle-aged woman in black, evidently a
domestic servant, stood in the surgery, and as I
confronted her, asked breathlessly, "Are you
the doctor, sir?"

I replied in the affirmative, and asked her to
be seated.

"I'm sorry to trouble you, sir," she said, "but
would you come round with me? My mistress
has been taken worse."

"What's the matter with her?" I inquired.
"I don't know, sir," answered the woman in
deep distress. "But I do beg of you to come at
once."

"Certainly I will," I said, and leaving her,
ascended, put on my boots, and placing my case
of instruments in my pocket, quickly rejoined
her, and entered the cab in waiting.

On our drive along the Hammersmith Road,
and through several thoroughfares lying on the
right, I endeavored to obtain from her some
idea of the nature of the lady's ailment, but she
was either stupidly ignorant, or else had re-
ceived instructions to remain silent.

The cab at last pulled up before a fine grey
house with a wide portico, supported by four
immense columns, before which we both alight-
ed. The place, standing close to the entrance
to a large square, was a handsome one with
bright flowers in boxes before the windows and
a striped sunblind over the balcony formed by
the roof of the portico. The gilded blinds
were down because of the strong sun, but our
ring was instantly answered by a grave-looking
footman, who showed me into a "cosy library" at
the end of the hall.

"I'll tell my master at once that you're here,
sir," the man said, and he closed the door, leav-
ing me alone.

Sleep for Skin-Tortured Babies And Rest for Tired Mothers



In a warm bath with CUTICURA SOAP and a single anointing with CUTICURA, purest of emollients and greatest of skin cures. This is the purest, sweetest, most speedy, permanent, and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted, and pimply skin and scalp humours, with loss of hair of infants and children, and is sure to succeed when all else fails.

Complete External and Internal Treatment for Every Humour, consisting of CUTICURA SOAP to cleanse the skin of crusts and scales, CUTICURA Ointment to soothe and heal itching and irritation and scalds and lumps, CUTICURA Resolvent to cool and cleanse the blood. A glass of CUTICURA Resolvent to be taken three times a day with meals. CUTICURA is sold by all chemists and druggists. For full particulars apply to the Proprietors, CUTICURA CO., 15, Abchurch Lane, London, E.C. 4.

New Meat Extract Label.



WHAT FINER CAN YOU DRINK THAN

JOHN JAMESON

ANDERSON'S (DUBLIN)

"OWN CASED" Very Old

BLACK-BOTTLE

WHISKEY.

Please see you get it with

Metal

Capsules

BLUE—One Star.

PINK—Two Stars.

GOLD—Three Stars.

OF ALL DEALERS.

Sole Export Bottling Agents to J. J. & S.

C. DAY & CO., LONDON.

[60]

DODGE WOOD SPLIT

PULLEYS.

ALL SIZES TO FIT ALL SIZED

SHAFTS IN STOCK.

Also large Stocks of

GANDY COTTON BELTING.

SOLE AGENTS,

LUTGENS, EINSTAMANN & CO.,

HONGKONG.

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GOVERNMENT OF BRITISH NORTH Borneo.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1901.

TENDERS will be received by the Govern-
ment Secretary, Sandakan, on or before
the 15th November, 1900, for the following
REVENUE FARMS for 1901, or for periods
of 2 or 3 years.

OPIMUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North
Borneo only).

For particulars apply to—
Messrs. GIBB, LIVINGSTON & CO.
Hongkong, 11th July, 1900. [1853]

Clarke's Blood Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER AND

RESTORER.

IS WARRANTED TO CLEANSE THE BLOOD from

all impurities from whatever cause arising.

For Scrofula, Scurvy, Pimples, Skin and Blood Dis-

eases, Blackheads, Pimples, and Sores of all kinds; it

is a never-failing and permanent cure. It

Cures Old Sores.

Cures Bores on the Neck.

Cures Bores on the Face.

Cures Bores on the Neck.

Cures Bores on the Neck.

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NEW ADVERTISEMENTS

CATHOLIC UNION.

WEATHER Permitting, the members of the above Union, kindly assisted by their friends, will give a PROMENADE CONCERT in the Compound of the ROMAN CATHOLIC CATHEDRAL, TO-MORROW (SUNDAY), at 3 P.M. Prices of Admission as Usual.

Hongkong, 11th August, 1900. [210]

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP & SPOONS.

THERE will be a COMPETITION TO-DAY (SATURDAY), the 11th inst., at 3 P.M. RANGERS—200, 500 and 600 Yards. Conditions as usual.

MOWBRAY S. NORTCOTE, Hon. Secretary.

Hongkong, 11th August, 1900. [93]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED,

MONDAY

the 20th August, 1900, at 3 P.M., on the Spot,

VALUABLE PROPERTY, viz:—

Inland Lot No. 910, Yau-nai, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

And Inland Lot No. 911, Yau-nai, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH,

Auctioneers. Hongkong, 11th August, 1900. [219]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship "MENMUIR," Captain R. W. Almond, will be despatched as above on MONDAY, the 13th August, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th August, 1900. [2187]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE AND ADRIO PORTS).

THE Company's Steamship

"FRANZ FERDINAND."

Captain G. Costanzo, will be despatched as above about THURSDAY, the 16th inst. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELE, & CO., Agents.

Hongkong, 11th August, 1900. [6]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.G.L. Steamship

"MARBURG."

Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents.

Hongkong, 10th August, 1900. [2183]

THE HONGKONG WEEKLY PRESS is

now ready and contains:—

Leading Articles.

The Advance on Peking.

The Status of Hongkong and Chinese Taxation.

The Kowloon Reservation Question.

Water Storage and the Sanitary Board.

The China Relief Fund.

The Crisis: Telegrams.

Legislative Council.

Supreme Court.

The Death of the Duke of Saxe-Coburg-Gotha.

The Crisis in China.

The "Cheong Yuen" Piracy Case.

Foreigners in Chinese Treaty Ports.

The Health of the Colony.

Canton.

Manila.

Swatow.

Correspondence.

The Hongkong, Canton and Macao Steamboat Co. Report.

Tobacco Planting Co.

Consular Reports.

Royal Hongkong Golf Club.

Hongkong Rifle Association.

Kowloon Bowling Club.

Subscription, 312 per Annum, payable in advance, postage, 82.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 51 for three copies Cash.

Hongkong, 10th August, 1900.

NEW ADVERTISEMENT

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"ESMERALDA."

Captain Geo. T. Bland, will be despatched as above on WEDNESDAY, the 15th August, at 5 P.M.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th August, 1900. [2188]

PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE

IN accordance with the provisions of No. 121 of the Articles of Association, the General Assembly have this Day declared an INTERIM DIVIDEND of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 2nd August, 1900. [2128]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE

IN accordance with the provisions of the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors. H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE

IS hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors. H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors. THOS. I. ROSE, Secretary.

Hongkong, 26th July, 1900. [2088]

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent. or \$120 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held THIS DAY, will be Payable at the Hongkong and Shanghai Banking Corporation on and after Wednesday, the 8th August, 1900.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors. T. ARNOLD, Secretary.

Hongkong, 7th August, 1900. [2169]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

MEETING OF THE COMPANY'S DEBENTURE HOLDERS.

A Meeting of the Company's DEBENTURE HOLDERS will be held at the Company's Office, No. 2, Connaught Road, Hongkong, on MONDAY, the 13th August, 1900, at 12.15 o'clock, P.M.

DEACON & HASTINGS, Solicitors for the Trustees.

Hongkong, 4th August, 1900. [2143]

THE HONGKONG ELECTRICAL GRANITE QUARRIES, LIMITED.

TSINGTAU, SHANTUNG.

THE above Company begs to draw the attention of Architects, Builders, Contractors, Municipal Councils, &c., to their First Class GRANITE STONES, suitable for all rough and fine buildings, paving, monumental work, &c., and invite them to apply for small samples and estimates for Stones of all sizes, shapes and dressings.

Agents wanted at all ports. Hongkong, 1st August, 1900. [2121]

W. B. BREWER & CO.

SOME NEW PICTURES.

Our Brothers from over the Sea, "Engraving," \$13.00

The Handy-Man "Platotype," 3.50

Absent-Minded Beggar "Platotype," 3.50

NEW BOOKS AND NEW EDITIONS.

A Sportsman in India, by Isabel Savory

New Volume Academy Pictures, 1900, \$4.50

Russia on the Pacific and the Siberian Railway, by Valentin, 9.00

Chinese Characters, by Smith, 3.00

The Real Chinaman, by Holcombe, 4.50

Templeton's Work-Shop Companion (Modernised), 3.50

Macaulay's Essays, 1.50

Westward Ho, by Kingsley, 35

A Bed for Fortune, by Guy Boothby, 35

Lord Edward Fitzgerald, by Bodkin, 1.50

Little Anna Mark, by Crockett, 1.25

Agatha Webb, by A. K. Green, 75

A Bank Outsider, by Nat Gould, 1.25

Let us Forget Them, 75

23 & 25, Queen's Road, Hongkong. [31]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from A. G. ATKIN, Esq., to sell by Public Auction,

TO-DAY (SATURDAY),

the 11th August, 1900, commencing at 2.45 P.M., at No. 1 and 2, KNUXFORD TERRACE, KOWLOON,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE.

Comprising:—RED PLUSH DRAWING ROOM SUITE, TEAK OVERMANTELS, FANCY CHAIRS, AND TABLES, LACE CURTAINS, ORNAMENTAL RUGS, &c.

EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGONS, DINNERS, and DESSERT SET, ELECTRO-PLATE, CUTLERY and GLASSWARE, &c.

Double BEDSTEADS, WARDROBES, MARBLE TOP TOILET TABLES, DRESSING TABLES, EASY CHAIRS, &c., &c.

COOKING STOVE, PANTRY and BATHROOM REQUISITES.

Also One COTTAGE PIANO.

TENNIS GEAR, STONE ROLLER and LAWN MOWER.

One WASHING MACHINE and REQUISITES.

And A LARGE VARIETY of PLANTS. TERMS:—As Charity. Catalogues will be issued.

On View from Friday, the 10th August, 1900. GEO. P. LAMBERT, Auctioneer.

Hongkong, 7th August, 1900. [2162]

GOVERNMENT NOTIFICATION.

No. 404.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 13th day of August, 1900, at 3 P.M., are published for general information.

By Command. F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th August, 1900. [2170]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 13th day of August, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Five Lots of Crown Land at Mong Kok Tai, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

Particulars of the Lots.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Yield Price.
1.	Lot No. 1, Mong Kok Tai.	100' x 100'	10,000	100	1,000
2.	Lot No. 2, Mong Kok Tai.	100' x 100'	10,000	100	1,000
3.	Lot No. 3, Mong Kok Tai.	100' x 100'	10,000	100	1,000
4.	Lot No. 4, Mong Kok Tai.	100' x 100'	10,000	100	1,000
5.	Lot No. 5, Mong Kok Tai.	100' x 100'	10,000	100	1,000

FOR SALE.

A FEW OF THE FAMOUS HUMBER BICYCLES.

LADIES' AND GENTLEMEN'S. Price \$140

WM. SCHMIDT & CO., Beaconsfield Arcade.

Hongkong, 16th June, 1900. [1213]

RUINART FERE & FILS REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1521]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1885. [1763]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams, "CELESTRE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February, 1898. [89]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate. Please address—

E. R. Care of Office of this Paper.

Hongkong, 1st August, 1900. [2120]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROP'ORS \$10,000,000

COURT OF DIRECTORS.
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LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq. D. GILLIES, Esq.
CHOW T. SHANG, Esq. J. T. LAUS, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOYEDA, Esq., President.

The presentation, at the request of the members, was made by the manager, Mr. Torril, who referred to the departing member in highly eulogistic terms, wishing him a pleasant passage home, and a happy restoration to health that would be probably consequent on the change of climate. The recipient then responded in very feeling terms, after which his health was drunk with musical honours. After the formal proceedings, the members and friends settled themselves down for a convivial evening. At 11.15 p.m. the programme having come to an end, the members terminated what was considered to be one of the best functions ever held in the Soldiers' Club. Those principally responsible for the arrangements were: Pts. Woods, A.O.C. and Pto. Palmer A.S.C. Such proceedings as these must be highly gratifying to those responsible for the inception of the Club.—Contributed.

VICE-ADMIRAL SEYMOUR.

This is not the first occasion that Vice-Admiral Sir Edward Hobart Seymour, K.C.B., as fought in China. In fact, the greater part of his fighting experiences have taken place in the Celestial Empire, and it may be said that this that he is the right man in the right place during the present crisis. Since a boy he has lived a sailor's life, and a pretty active one, too. He is the son of the late Rev. Richard Seymour, and a cousin of Admiral Sir Michael Culme-Seymour, Bart, G.C.B., who has also seen a good deal of active service in China. Born in April, 1840, Sir Edward entered the service when 12 years of age, having been educated at Radley. As a midshipman of the old school he saw warfare somewhat early in life, being present throughout the Russian war in the Black Sea, and taking part in the bombardment of Odessa and Sebastopol, besides minor engagements. By his pluck in the Crimea he had won a medal before he was 16 years of age. While still in his teens he was ordered to China, and was in charge of the *Colubine* launch which was sunk at the destruction of the Chinese fleet in Fatsien Creek on June 1st, 1857. Sir Edward also took part in the capture of Canton and of the Peking forts in the following year (1858), for which he received the China Medal, Fatsien, Canton, and Taku clasp. Before hostilities again broke out in the Far East—in 1860—Admiral Seymour had received his first promotion, and served as Lieutenant in the *Chesapeake* during the China war of 1860.

The situation was a remarkable parallel to the present crisis. There had been delay in negotiations, and the plenipotentiaries had determined to go to the vicinity of Peking and force an entrance in order to compel the Emperor to accede to their demands. They found the forts of the Peking River strongly defended. Eighty-seven gunboats threatened the British ships from two miles of earthworks, and the ships were summoned to surrender. The Chinese were warned to fire on the British ships. There was an hour and a half's fighting, and eventually the British advanced to Tientsin, the town with which Sir Edward Seymour is linked again to-day. It was in the 'Sixties that Sir Edward jumped overboard and tried to save the life of a Royal Marine named Parks who had fallen overboard at Rho Straits. In 1862 he commanded a small-arms party from the *Imperial* at the relief of Sing-po and the capture of Kading. Admiral Seymour recalls the humorous side of his early experiences in China, which culminated in a letter to the following: "A singular proclamation was issued by the enemy, which offered rewards of various sums to Chinese soldiers who could succeed in cutting off the heads of British sailors. 'Whoever cut off the head of an English or French rebel chief,' ran this curious announcement, 'will receive a reward of 5,000 dollars; whoever cut off the head of a rebel barbarian will receive a reward of 50 dollars.' A living barbarian rebel was worth 50 dollars, and a Chinese traitor was ticked at 20 dollars. But for burning or taking a large war steamer a reward of 10,000 dollars, and for burning or taking a shallow-water steamer a reward of 5,000 dollars. That amount was offered. The honour in Sir Edward Seymour's first letter to the Chinese was severely wounded, and received this special approval of the Admiralty. Sir Edward had been promoted to the rank of commander, and was given charge of the *Groveler*. In 1873 he reached the rank of captain, and for his services during the Egyptian war of 1882 he was the recipient of the Egyptian medal, Khedive's bronze star, Ottoman third class. He was actively engaged in the bombardment of Alexandria.

Within comparatively recent years he has been chiefly engaged at home. In 1897 he was appointed Naval A.D.C. to her Majesty, and was included in the Queen's Jubilee honours by being made a C.B. Having reached rear-admiral's rank in 1892 he was appointed second in command of the Channel squadron, and in 1894 was given the responsible position of superintendent of Naval Reserves. This post gave him the opportunity of participating in the naval manoeuvres for five consecutive years. He commanded the "Blue" side at the 1894 manoeuvres, and also the Reserve fleet at the naval tactical exercise in 1895. The following year he again commanded the Reserve fleets of the manoeuvres. The Queen's Diamond Jubilee brought Sir Edward the honour of K.C.B., and in that year he succeeded to the command of the China station, which during recent years has been regarded as next in importance to the Mediterranean command. Admiral Seymour is unmarried. He has the reputation of being a fine tactician and a man of keen perceptibility and good judgment, and withal an excellent "sailor-statesman." He is esteemed at both in and out of the service, to which the best part of his life has been devoted.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd steamer *Santa Ferdinanda* left Moji for this port on the 9th inst., at 6 p.m.

The N. Y. K. steamer *Rioya Maru* (American Line) left Kobe via Moji for this port on the 9th inst., and is expected to arrive here on the 15th inst.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, Chertons, Eruptions, Irritation, Stings of Insects, Blemishes, Burns, imparts a beautiful beauty to the complexion, and cures the face, hands and arms in all matches whitened, unobtainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations.

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the suggestion of Mrs. F. E. Scott, the wife of Bishop Scott, of Peking, and its object is to afford financial help to the widows or dependent relatives of the British Seamen, Marines, and Soldiers who have lost, or may lose their lives in this China War; and that part of the subscription raised be given to such who may be either from disease or wounds incapacitated. Subscriptions will be duly acknowledged in our columns, and should be addressed "Manager, *Hongkong Daily Press*, Sailors and Soldiers' China Relief Fund." When a sufficient sum has been subscribed it will be handed over for administration.

SUBSCRIPTIONS.
Already acknowledged ... \$415.00

JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share List, dated Hongkong, 10th August:—**BANKS.**—Hongkong and Shanghai close quiet at 305 per cent. prem., with only small sales at from 302 to 307 per cent. prem. to report. The latest London rate is 455. Nationals remain unchanged and without business.

MARINE INSURANCES.—China Traders are on offer at 87½ without business. Unions and Cantons remain unchanged with small sales. Quotations for the Northern Insurance are taken from the latest Shanghai circulars.

FIRE INSURANCES.—No change or business to report.

MIXING.—A few Hongkong, Canton and Macao have changed hands at 829½ and 830½ ex div. Indos are firmer with buyers at 87½, but without business. Douglas have been placed at 834½ and 839, closing steady at the former rate. China Manillas remain neglected, and China Mutuels are still enquired for at quotations.

REFINERIES.—China Sugars have ruled steady with small sales at 81½. Lurons unchanged and without business.

MIXING.—With the exception of small sales of Oliver "A's" at 3, and Caledonians at 10 cents, there is nothing to report under this heading.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue at the same or less nominal rate of 512 per cent. Kowloon Wharves are in demand at the increased rate of 88 and 89, but no shares are obtainable. Wanchais unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been enquired for during the week at 4155, and at time of closing could be placed at 4156½. Very few shares however appear to be available. West Point have been placed and are still enquired for at 840. Heliports have ruled steady with fair sales at 810; close steady at 810.

COTTONS.—No business to report. Quotations for Northern Mills are taken from latest Shanghai circulars.

INDUSTRIALS.—Green Islands have changed hands in small lots at 820½; Ices at 4163, and China Providents at 8950. Nothing further to report under this heading.

BRITAIN, RUSSIA, AND JAPAN.

The well-known writer who veils his anonymity as "Diplomatics" writes strongly in the *Fortnightly*, blaming "the absolute apathy" with which our Government viewed the deposition of the Emperor, whose cause, he asserts, was "bound up with the permanent and most vital interests of Great Britain in China." With regard to our practical policy in the near future, "Diplomatics" urges the necessity of cultivating friendship with Japan, "which will be of greater value to us than that of Russia." The attitude of Russia towards us during the past year has been distinctly unfriendly. Our attempt to come to a final understanding with him in regard to China in the autumn of 1898 was not successful, and if we may judge by the spirit of the Russian people, as manifested at the present moment in the Press of St. Petersburg and Moscow, there is little likelihood of a fresh agreement being interpreted with more scrupulous loyalty than was the Chinese railway agreement of 1899. In the opinion of this writer, when the work of pacification has been accomplished, we must take our stand on the integrity of China and the policy of the "open door," and insist on the restoration of the legitimate Emperor, with a guarantee for his independence. "Diplomatics" can see no reason why Japan should not participate in the restoration of order on an equality with her great rival; this country has more to lose from the autocratic support to be expected from these Powers who have everything to gain by giving it than from any direct negotiations with Russia. "The emergency is much too serious for us to rely wholly on self-denying protocols, even if the security of those estimable documents had not been somewhat invalidated by the doctrine of the Stricken Field."

THE RAMS.

Although the scandal, and it is little less, says a home paper, which has been brought to light by Mr. Burdett-Guthrie is to be in a measure explained, if not exactly defended, there is too much reason to fear that the whole of the medical system of the British army requires to be put upon another and a better basis. Only two years since the service was in a state of mutation; there were no candidates for employment; the army as a profession was looked upon as a dead end. No doubt the chief grievances were so far removed by the last Royal Warrant that an ample supply of recruits has since been forthcoming. But the department has never been constituted on sufficiently broad lines; there are a number of good men in it, and under the improved conditions many more will join, but nevertheless there are not enough of them all told. The leading idea that has prevailed in Pall Mall for some years past was that no more than a nucleus of military doctors should be maintained, and that in times of emergency this should be expanded indefinitely almost as occasion required. It was a counsel of economy, highly acceptable to cheapskaping administrators. But the system was saddled with manifest evil, chief among them being the dearth of trained professional men, doctors with special experience in war, and organizers even more than surgeons and healers, whose business for years was to prepare for duties unknown to the general practitioner. The personnel of the Royal Army Corps is nowdays of the very best; they are imbued with the highest esprit de corps, and have never failed to rise to the occasion, however arduous and full of danger. But the corps is altogether too weak, and this not only in its head, the scientific men with their diplomas, but in the rank and file, the whole body of assistants from the captain of orderlies to the dispenser and the hospital nurse. One of the first reforms that must be introduced after the war is the thorough revision and adequate increase of the Army Service Corps.

DIARY OF THE CRISIS.

May 27.—Boxers burn station on the Lu-Han line.
May 28.—Boxers burn stations between Peking and Pootung. Belgian engineers and other refugees start from Pootung to cut their way to Tientsin. Fengtai station and works burnt. Railway communication with Peking interrupted.
May 29.—Communication with Peking restored.
May 30.—Guards for Peking Legations commenced arriving at Tientsin.
May 31.—First detachment of guards go up by rail to Peking in the afternoon from Tientsin.
June 1.—Supposed incendiaries at Tientsin.
June 2.—Murder of Ross, Norman and Robinson. Pootung refugees reach Tientsin.
June 3.—Railway intercourse between Peking and Tientsin finally destroyed.
June 7.—Large allied force lands at Taku.
June 9.—Detailed message from Sir C. MacDonald to Consul Warren at Shanghai.
June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking ceases.
June 11.—Murder of Japanese Consul at Peking.
June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnanfu.
June 14.—Fighting outside Austrian Legation at Peking.
June 15.—Hinsang leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chapels in Tientsin native city burnt.
June 16.—Admiral Seymour cut off from Tientsin. Terrible takes 300 Welsh Fusiliers and Engineers from Hongkong.
June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.
June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.
June 21.—Terrible reaches Tongku.
June 22.—Two attempts to relieve Tientsin fail.
June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.
June 24.—All Legations at Peking destroyed except British, French, and German.
June 25.—First Indian transport starts for China.
June 26.—Admiral Seymour relieved and back in Tientsin.
June 29.—Message from Sir R. Hart reaches Tientsin.
July 1.—Condition of Peking reported deservate.
July 4.—Last letters to hand from Sir C. MacDonald and Mr. Conger written at Peking. 44 killed and 89 wounded at the Legation to date.
July 7.—Murder of all foreigners remaining at Pootung.
July 9.—Nerbudda, first transport, reaches Hongkong.
July 11.—Heavy fighting at Tientsin.
July 14.—120 more Welsh Fusiliers leave Hongkong for North. Allies capture Tientsin native city with a loss of 775 men. General Yamaguchi leaves Japan for Peking.
July 15.—General Gussler reaches Hongkong.
July 16.—Reported armistice at Peking. 62 deaths at Legations to date.
July 17.—Li Hung-Chang appointed Viceroy of Chihli. State of war on Amur River.
July 18.—Li Hung-Chang arrives at Hongkong and leaves for Shanghai.
July 20.—Reported appeal of Chinese Emperor to Japan. Alleged receipt of message from Conger at Washington.
July 21.—Consul Carles receives Sir C. MacDonald's letter of the 14th inst. I.M.C. staff safe on this date.
July 22.—Li Hung-Chang reaches Shanghai. Madras Light Infantry reach Hongkong.
July 23.—Proposed Russian Service at Pootung for Peking refugees postponed. Murder of 5 foreigners and many native Christians in Shensi.
July 26.—Admiral Seymour with *Centurion* and *Albatross* arrives off Shanghai.
August 1.—Admiral Seymour goes on visit to Nanking.
August 2.—Peking prisoners reported from Japanese source again in danger.
August 3.—Sir C. MacDonald sends cypher message reporting Legation fortifications strengthened.
August 4.—First detachment Cavalry Brigade leaves India for China.
August 5.—Admiral Seymour returns to Shanghai. Allies attack and rout Chinese at Pootung.
August 6.—*Japanese* reaches Hongkong.
August 7.—H.M.S. *Goliath* leaves Hongkong for the North.
August 8.—Allies capture Yangtsun, second station on the line to Peking.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

August 12th, 9th Sunday after Trinity.
Matins (10 a.m.)
Responses, Psalm, Psalms, Burrows; Psalm, Jones and Cambridge; Te Deum, Ward in E flat; Benedictus, Burrows in F; Anthem, "Grant us, Lord, we beseech Thee," Barnby; Hymns, 184 and 219.
Evangelist (3.45 p.m.)
Responses, Psalm, Psalms, Garrett, Tomlinson and Ward; Magnificat, Elroy in E flat; Nunc Dimittis, Poland in A flat; Hymns, 261, 22 and 198; Vesper Hymn, Steane; Voluntaries, Marche Romaine, Gounod; Allegretto, Smart.

ST. PETER'S CHURCH.

August 12th, 9th Sunday after Trinity.
Matins (11 a.m.)
Hymns, 5; Venite, Cambridge; Te Deum, Jackson; Benedictus, Goss; Hymns, 573, 13, 576.
Evangelist (3.30 p.m.)
Hymns, 24; Magnificat, Robinson; Nunc Dimittis, Bartchell; Hymns, 330, 17, 37.
The Mission launch *Dayspring* will call on the ships on Sunday morning between 9 and 10.50 to convey men ashore for the Services. The "Answering pennant" may be hoisted.

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.

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Hongkong, 16th September, 1899. 1765

WO FAT & CO.

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Hongkong, 25th July, 1900. [2074]

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SILK LACE MANUFACTURERS
FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace in Silk, Linen and Cotton; Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order; 17, Queen's Road, Central.
STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.
KWONG SANG & CO.,
Shipchangers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 68, Praya Central.
MORE & SEIMUND,
Shipchangers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.
TAILORS
AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site. Branch: A-MAN, opposite City Hall.
E. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.
HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery, Drapers, 88, Queen's Road, Central.
TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters, Hosiery, and Drapers; Chinese Silk of all kinds, 50, 52, Queen's Rd. Central.
YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs. Opposite Post Office, Queen's Road Central.
TOBACCONISTS
D. S. DADY BURJOE, "Los Filipinos," Importers of the Best Manila Cigars; 26, Pottinger Street.
KRUSE & CO.,
Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents for the "Coca-Cola" and "Coca-Cola" House, Queen's Road.
VICTORIA CIGAR DEPOT,
1 and 2, Loeyne Street East. Agents for W. KENNEDY & Co., 37, Caffe San Jacinto, Manila, "Windsor Lady" and "The Jockey" Cigars.
WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road, and Calle Anbague, Manila.
HOKKAIDO KWAISHA
TANKO TETSUDO
YUBARI AND SORACHI COATS.
SINCE we have completed the installation of COMBINED AIR and ELECTRIC DRILL MACHINES for the purpose of enlarging the scope of our MINING BUSINESS, the daily output has steadily increased, so as to enable us to meet any large demand at short notice. Moreover the method of loading in the ports of OTABU and MOROBAN having been improved, loading and bunkering can be conducted more promptly than before. All orders carefully and promptly executed. For particulars apply to the Company.
No. 13, MINAMI ITOYACHI, KYOGAKU-KU, TOKYO.
Telegraphic Address: "KAWAKO," TOKYO.
Codes used: A.B.C. 4th Edition.
Agents for Hongkong: HUGHES & HOUGH, 5, Praya Central. [2154]

INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS

OF THE
CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL ... \$1,000,000 (Hongkong Currency).

Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

HEAD OFFICE ... Hongkong.

CONSULTING COMMITTEE:

ROBERT SHEWAN, Esq. (Chairman),
D. GILLIES, Esq. (Hongkong) and Whampoa,
J. H. LEWIS, Esq. (Messrs. Douglas, Laprak & Co.)

CHAU TUNG SHANG, Esq.

GENERAL MANAGERS:

SHEWAN, TOMES & CO.

BANKERS:

HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-looms straw matting of the same description as that now produced by hand-looms in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—

From 179,472 rolls shipped in 1889/1890 to 370,107 rolls shipped in 1898/1899.

As usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, in contract time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-looms used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-looms, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the latter and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the selvedge or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

As each power-loom can produce about 30 yards a day as against 6 yards—produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China, and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class, which is not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 400 looms, producing about 100,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least 3½ per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be legally estimated, will be laid out in the following manner:

Land, Buildings and Machinery ... \$470,000
Working Capital ... 180,000
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Sundries, Machinery, stock-in-trade, goodwill, &c. ... 350,000 (Taken in Shares.)

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers.

Hongkong, 21st July, 1900. [2114]

QUAN WAH & CO.

ITALIAN MARBLE AND GRANITE

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [1899]

WING CHEONG.

JEWELRY, PEARLS, DIAMONDS,

CURIOUS JADESTONEWARE, CARVED

IVORYWARE, SILKS, AND GRASS

CLOTHS.

GENERAL EXPORTERS

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1899, and we solicit their kind patronage.

No. 1 & 3, D'AGUIAR STREET, Behind Hongkong Dispensary, Hongkong, 21st April, 1900. [1710]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.ON MONDAY, the 13th August, 1900,
at 1 P.M. the Company's Steamship
"ANNAM," Captain Poyndor, with Mail,
Passenger, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. *Australien*, which vessel takes on her
Passengers and Mail, leaving that port on the
25th August direct to Suez, Port Said and
Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 12th
August. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 31st July, 1900. [2]CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATLANTIC, TONKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c."CARLISLE CITY" On 13th Aug.,
at NOON.
"BELGIAN KING" 3,379 Tons, about 15th Sept.THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO
and SAN FRANCISCO, VIA SHANGHAI,
MOJI, KOBE, YOKOHAMA and HONO-
LULU, on MONDAY, the 13th August, at
NOON.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.
Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 10th August, 1900. [14]CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA,
JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.
THE Company's Steamship
"TARTAR,"
Captain G. D. Bowler, R.N.R., will leave
Hongkong on or about WEDNESDAY, the
15th August, 1900, at DAYLIGHT, for
VICTORIA and VANCOUVER, B.C.
(VIA INLAND SEA, KOBE and YOKO-
HAMA).
Making close connection at Vancouver with
the Canadian Pacific Railway for all points in
Eastern Canada, the United States and Europe.
For Freight or Passage, apply to
D. E. BROWN,
General Agent, Hongkong.
Hongkong, 9th August, 1900. 1911THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.
THE Steamship
"MALTA,"
Captain F. J. Cole, R.N.R., carrying Her
Majesty's Mail, will be despatched from this
port for Bombay on SATURDAY, the 18th August,
1900, at NOON, taking passengers and cargo for
the above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 6th August, 1900. [1]THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR SWATOW, AMOY, AND
TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 22nd
August, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th August, 1900. 1443

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA.
THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on
WEDNESDAY, the 15th August, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th July, 1900. [2078]CHINA NAVIGATION COMPANY,
LIMITED.
FOR QUEENSLAND PORTS, SYDNEY,
AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on
WEDNESDAY, the 15th August, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1900. 2048FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RICHMOND CASTLE,"
will be despatched for the above port on or
about the 20th August, and will be followed by
the Steamship
"MARIA DE LARRINAGA."
For Freight, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 4th August, 1900. [2054]OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"RHIPHEUS,"
will be despatched as above on TUESDAY, the
21st August, at NOON.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1083]U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.
CITY OF CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.THE Company's Steamship "CITY OF
RIO DE JANEIRO" will be despatched for
SAN FRANCISCO, VIA SHANGHAI,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on SA-
TURDAY, the 25th August, at NOON.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 23rd June, 1900. [5]CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched on
FRIDAY, the 17th inst., at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1900. [2176]CHINA NAVIGATION COMPANY,
LIMITED.
FOR BATAVIA, SAMARANG AND
SOERABAYA.
THE Company's Steamship
"SHANTUNG,"
Captain Quail, will be despatched as above
on MONDAY, the 3rd prox.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th August, 1900. [2159]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,
LIMITED.FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above
on WEDNESDAY, the 15th August, at NOON.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th July, 1900. [2101]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM TO YOKOHAMA AND KOBE
VIA KIOCHAU.
THE Company's Steamship
"CHINA,"
Captain R. Mayer, will leave for the above
places on WEDNESDAY, the 15th inst., p.m.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 10th August, 1900. [2183]TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.THE Twin Screw Steamship
"NIPPON MARU" will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on THURSDAY, the 16th August,
1900, at NOON, taking Freight and Passen-
gers for Japan, the United States, and Europe.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 23rd June, 1900. [5]CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched on
FRIDAY, the 17th inst., at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1900. [2176]CHINA NAVIGATION COMPANY,
LIMITED.
FOR BATAVIA, SAMARANG AND
SOERABAYA.
THE Company's Steamship
"SHANTUNG,"
Captain Quail, will be despatched as above
on MONDAY, the 3rd prox.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th August, 1900. [2159]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched as above
on MONDAY, the 20th August, at NOON.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th July, 1900. [2102]CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on MON-
DAY, the 20th August, at NOON.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First Class Saloon is situated
forward of the Engines. A Refrigerating Chamber
ensures the Supply of Fresh Provisions during
the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the Eastern and
Australian Steamship Company and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th July, 1900. [2103]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA
MANILA.
THE Company's Steamship
"TEENKAI,"
Davies, Commander, will be despatched as above
on THURSDAY, the 23rd inst.
For Freight, &c., apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th August, 1900. [2171]OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
and HONOLULU on SATURDAY, the 1st
September, 1900, at NOON.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.
All PARCEL PACKAGES should be marked to
address in full, and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 7th August, 1900. [4]NORDDEUTSCHER LLOYD.
REGULAR SERVICE
FOR GERMAN COLONIAL AND
AUSTRALIAN PORTS.
Calling at SAIPAN, PONAPE, FRIEDRICH-
WILHELMSHAGEN, FINCHHAFEN, HER-
BERTS-HOF, TOWNSEVILLE, ROCKHAMPTON,
BRISBANE AND SYDNEY.
On WEDNESDAY,
the 5th September, 1900, at NOON.
THE Steamship
"MÜNCHEN,"
(4,536 Reg. Tonnage).
Captain Krebs, with Mail, Passengers, Specie
and Cargo, will leave this Port as above.
The steamer has splendid accommodation and
carries a Doctor and Stewardesses.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 19th July, 1900. [2618]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on
TUESDAY, the 4th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1900. 2089OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Burrows, will be despatched as above
on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2089]OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT.
Taking Cargo at LONDON Rates.
THE Company's Steamship
"IXION,"
Captain Thompson, will be despatched as above
on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2181]NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:—
J. P. HITCHCOCK, Amr. ship, Gates—Sieme-
sen & Co.
R. C. BICKMERS, German ship, Otto—Arn-
hold, Karberg & Co.
Norwood, British ship, Theo. Roy—Order.NOTICES TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"SHANGHAI,"
FROM LONDON, PORT SAID, SUEZ
AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.
Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th August, 1900. [1]IMPERIAL GERMAN MAIL LINE.
THE Steamship
"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th August will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 14th August, at 9.30 A.M.
All claims must reach us before the 19th
August, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th August, 1900. [3]NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED
COMPANIES).
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"BORMIDA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be taken
delivery of immediately.
All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant will be subject to rent.
Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.
Hongkong, 7th August, 1900. [7]YEE SANG & CO.,
COAL MERCHANTS
have always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & Co
No. 68, PRAYA.
[22]

BUSINESS NOTICES.

房藥館芝廣
KWONG CHI KOON
DISPENSARY.街欄樂城省東廣
CHEONG LAN STREET, CANTON子甲次歲年參治同清大
創開年四拾陸百捌仟英大

ESTABLISHED 1864.

記為祥吉意如

Trade Mark

KWONG CHI KOON
DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1864.

油意如 UNRIVALLED U. I. YAU
or "AS YOU WISH OIL."
Prices at \$1.00 per bottle.
" 0.50 per bottle.
" 0.25 per bottle.散開通 TUNG KWAN SAN, or "Army
Medical Powder," 50 cents per bottle.散打跌 TIT TA SAN, or "Falling and
Bruising Medical Powder." Price of
50 cents per bottle. Made from the best
selected medicine to be used for the above
Oil and Powder.

散及油造製油藥好選棟

K WONG CHI KOON is one of the largest
Native Drug shops in Canton, employing
about 300 men. The Proprietor, Mr. U. Yau
Ting, is a man of great energy and business
capacity, and is also very benevolent, giving
away thousands of dollars worth of medicine in
charity, usually with an eye to the main ob-
ject. He has many testimonials as to the
efficiency of his medicines from officials, scholars
and business men. Like the Chinese generally
he has great faith in medicine and is desirous of
extending his business to foreign countries,
giving people of western lands the benefit of his
medicines.
He has submitted to me the formulas of some
of his preparations for examination, giving full
explanation as to the medical qualities of the
ingredient. I have found the Tung Kwan San
or Army Medical Powder and the Tit Ta San
or Falling and Bruising Medical Powder com-
posed of Musk, Borneo Camphor, Balausta, two
kinds of gum, with real oxide of mercury and
yellow sulphide of arsenic, animal and vegetable
charcoal, which are known in western pharmacy.
Besides this it contains gold leaf, tigers and dra-
gon bones, shavings of antelope and rhinoceros
horns, which I have shown him that chemical
science proves to be inert, he proposes to omit
from the medicine prepared for foreign use.
The medicine is to be chiefly used as a steri-
nutory, as is put up in small metal bottles by
which it can be injected into the nostrils.
The small amount of oxide of mercury and
sulphide of arsenic will not be dangerous used
in this way.
(Signed) J. G. KERR,
Canton.Directions are given according to the Chinese
method of using the medicines.
The nature of the oil is very mild, but its
action is exceedingly good, possessing won-
derfully curative effects in both internal and
external diseases. As it is an invaluable medi-
cine it should be kept on hand ready for use by
all persons, whether at home or abroad.
DIRECTIONS.
For external use rub the oil on the temples
forehead, between the eyebrows, back of the
ears and neck, on the chest and back, on the
abdomen or wherever the pain or soreness is
located. It must be rubbed on for 5 minutes. For
toothache put a little in the tooth on cotton
and rub on the gums. The oil has beneficial
effects in headache, fainting, colds, sore throat,
stomach-ache, colic pains, rheumatism, num-
bness of the limbs, pain in the back, cramp,
local swelling and inflammations, influenza,
diarrhoea, toothache, pains in the head and con-
vulsions after childbirth, prickly heat, boils,
and mosquito bites.
Internally the dose is five drops in a little
water, and it is to be repeated every two or
three hours, at the same time using it exter-
nally.The proprietor of the Kwong Chi Koon
Drug Store of Canton has placed in my hands
for examination a number of his preparations
with the receipt for each.
His "U. I. YAU" As you wish Oil has a
wide circulation and is very much used. It is
composed of aromatic and stimulant herbs and
barks, most of which are well known in our
pharmacopoeia, together with pingpin (a costly
kind of camphor) bishops wort, orris root, with
two or three other less known articles, but none
of the objectionable substances which enter
into many Chinese medicines. It is one of the
combinations which has real merits and it
is not strange that it has attained so wide a
reputation for the relief of maladies for which
it is recommended.
(Signed) DOCTOR J. G. KERR,
Canton, China.Any order please apply to—
MESSRS. DARTLY & Co.
No. 19, Queen's Road Central,
Hongkong.Who are appointed Sole Agents for the sale
of our Goods.
KWONG CHI KOON.
Hongkong, 5th May, 1900. 1872BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND RANGOON.TEAK SQUARES, PLANKS, BOARDS AND SCAN-
TLINGS, PLANED, TONGUED, AND GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
&c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1633]

POST OFFICE NOTICES.

The Yarra, with the French mail of the 9th July, left Saigon on Thursday, the 9th inst., at 1 a.m., and may be expected here to-morrow. This packet brings replies to letters dispatched from Hongkong on 5th June.

The City of Rio de Janeiro, with the American Mail dated 19th inst., left Yokohama on Friday, the 10th inst., at daylight, and may be expected here on about Saturday, the 19th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore	Silene	Saturday, 11th, 10.00 A.M.
Shanghai	Shanghai	Saturday, 11th, 11.00 A.M.
Shimonoseki	Ningpo	Saturday, 11th, 11.00 A.M.
Shimonoseki	Ningpo	Saturday, 11th, 11.00 A.M.
Manila	Yuenang	Saturday, 11th, 11.00 A.M.
Shanghai	Kwangtung	Saturday, 11th, 11.00 A.M.
Singapore	Huangpu	Saturday, 11th, 11.00 A.M.
Singapore	Singapore	Saturday, 11th, 11.00 A.M.
Swatow, Amoy and Tamsui	Tamsui Maru	Saturday, 11th, 11.00 A.M.
Singapore, Penang and Bombay	Chowda	Saturday, 11th, 11.00 A.M.
Bangkok	Chowda	Saturday, 11th, 11.00 A.M.
Kanchuk and Samah	Chowda	Saturday, 11th, 11.00 A.M.
Kanchuk, Kobe, Yokohama, San Diego, and San Francisco	Carlito City	Sunday, 12th, 9.00 A.M.

Europe, &c., India via Tutuoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Manila, Samah and Wuchow
Kobe and Yokohama
Kobe, Yokohama, Vancouver and Victoria (B.C.)
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.

Europe, &c., India via Tutuoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Europe, &c., India via Tutuoria.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

TO-DAY.
Sala, Furniture, 1 and 2, Knutsford Terrace, Kowloon, Mr. Geo. P. Lamont, 2.45 p.m.
Cup and Spoon Competition, Hongkong Rifle Association, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 10th August.

ON LONDON—	2/04
Telegraphic Transfer	2/04
Bank Bills, on demand	2/04
Bank Bills, at 30 days sight	2/04
Bank Bills, at 4 months sight	2/04
Bank Bills, at 6 months sight	2/04
On Paris—	2/53
Bank Bills, on demand	2/53
Credits, at 4 months sight	2/53
On Germany—	2/06
On New York—	49
Bank Bills, on demand	49
Credits, 60 days sight	49
On Bombay—	151
Telegraphic Transfer	151
Bank, on demand	151
On Calcutta—	151
Telegraphic Transfer	151
Bank, on demand	151
On Shanghai—	71
Bank, at sight	71
Private, 30 days sight	71
On Yokohama—	11 p.c.p.m.
On demand	11 p.c.p.m.
On Manila—	21 p.c.p.m.
On demand	21 p.c.p.m.
On Singapore—	11 p.c.p.m.
On demand	11 p.c.p.m.
On Batavia—	121
On demand	121
On Haiphong—	34 p.c.p.m.
On demand	34 p.c.p.m.
On Saigon—	3 p.c.p.m.
On demand	3 p.c.p.m.
On Bangkok—	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	8.83
GOLD LEAF, 100 fine, per oz.	32.25
BAR SILVER, per oz.	38

OPIUM.

Quotations are—	Allow to net to 1 catty.
Malwa New	\$880 to \$890 per picul.
Malwa Old	\$890 to \$900
Malwa Older	\$890 to \$900
P.P. par-wrapped	\$870 to \$880
Persian fine quality	\$850 to \$860
Persian New	\$837 1/2 to — per chest.
Persian Old	\$810 1/2
Benares New	\$837 1/2
Benares Old	\$810 1/2

VESSELS EXPECTED.

THE FRENCH MAIL.	THE AMERICAN MAIL.	THE CANADIAN MAIL.	MERCHANT STEAMERS.
The M. M. steamer Yarra, with the next French mail, left Saigon on Thursday, at 1 a.m., for this port.	The P. M. steamer City of Rio de Janeiro, with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.	The T. K. K. steamer America Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.	The C. P. R. steamer Empress of India left Vancouver for Hongkong via usual ports of call on Monday, the 30th July.
			The N. P. steamer Braemar sailed from Tacoma for Japan and Hongkong on the 14th ult.
			The N. P. steamer Braemar sailed from Portland, Oregon, on the 24th ult. for Japan and Hongkong.
			The Austrian Lloyd's steamer Franz Ferdinand left Moji for this port on Thursday, 5th inst.
			The O. S. S. steamer Lizon left Singapore on the 7th inst., and is due in Hongkong on 12th inst.
			The O. S. S. steamer Hector left Singapore at noon on the 7th inst., and is due in Hongkong on 12th inst.
			The Indo-China steamer Saitang, from Calcutta and Straits, left Singapore for this port on Tuesday, 7th inst., at 2 p.m.

The steamer Pandanus, from Antwerp and London, left Singapore on 7th inst. for this port. The Austrian Lloyd's steamer China left Singapore for this port on Thursday, 6th inst. The N. Y. K. steamer Nippon Maru (American Line) left Kobe via Moji for this port on the 9th inst., and is expected to arrive here on the 15th inst.

PASSED THE CANAL.

OUTWARD—3rd July—China, Ruffa, Meurer, Larrington. 6th July—Anapa, Kirkdale, Emma. 10th July—Carmarthen, Hector. 13th July—Benares, Berghaus, Hector. 16th July—Yarra, 20th July—Lazio, Drummond. 24th July—Astoria, Mogul, Radnorshire, Sazonia, Singapore, Yarrowdale. 27th July—Machon, Binyo Maru, Molene, Lady Joicey, etc. 31st July—India, Pussan, Morien. 1st August—Ching Wo, Kaitoon, Kaitoon, Salasia, Marquis, Pussan, Tamba Maru, Olinda. 7th August—Gilda, Racina, Cantonier, Jares, He-sichlo.

HOMEWARD—20th July—Dioned, 24th July—Oldenburg, Socotra, 31st July—Autenar, Inaba Maru. 3rd August—Alcinous. 7th August—Bayern.

PASSENGERS.

Per Nippon, from Tokyo, Messrs. J. Baagor, and F. Jackson and Officers Field Post Office.
Per Zambania, from Bombay, Lieut.-Col. U. W. Harris, Major Melville, Captains Hamilton, Dumford, Lieutenants Smith, Ross, Campbell, Cumming, Hudson, Huddell, Harrold, Second-Lieutenants, Springer, McCleverty, Combe, Tucker, I.M.S., Major G. McKee, I.M.S., and Capt. Lockhart.
Per Wingan, from Swatow, Mr. and Mrs. Carneiro and child.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 10th AUGUST, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	2 p.	29.80	—	—	—	—
Kobe	2 p.	29.80	—	—	—	—
Nagasaki	2 p.	29.80	—	—	—	—
Kagoshima	2 p.	29.80	—	—	—	—
Shimonoseki	2 p.	29.80	—	—	—	—
Tokyo	2 p.	29.80	—	—	—	—
Yokohama	2 p.	29.80	—	—	—	—
Manila	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—
Shanghai	2 p.	29.80	—	—	—	—
Singapore	2 p.	29.80	—	—	—	—
Swatow	2 p.	29.80	—	—	—	—
Amoy	2 p.	29.80	—	—	—	—